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work is given as one great cause for the low wage, and the unskilled, mechanical character of the work as an equally important factor. This latter condition is being remedied by schools of salesmanship which are raising the work to the basis of a skilled occupation. Though they have not yet been introduced in Baltimore, the methods and success of these schools in other places are dealt with at some length. The book is interesting both as showing the methods by which such an investigation is carried on and as a study of social conditions and their causes in the industry with which it deals.

The American Transportation Question. By SAMUEL O. DUNN. New York: D. Appleton & Co., 1912. 8vo, pp. xi+290.

This work, developed from a course of lectures given before the students of Northwestern University, is a general treatment of the problem of American transportation. The author's presentation of the principles of rate-making and of the questions of efficiency and of regulation shows an honest attempt at fairness and justice to all classes affected. On the much-discussed question of valuation as a basis for regulation the author concludes that the effort would be expensive, ever-recurring, and in the end useless. He also sees in the development of inland waterways a futile attempt at regulation.

While parts of the book treat of matter well known to any student even slightly acquainted with the subject of railroads, yet the work as a whole could well be used in connection with a course in transportation. To one unacquainted with the subject it will give a clear idea of the problem, together with many of the principles underlying rate-making.

Why Should We Change Our Form of Government? Studies in Practical Politics. By NICHOLAS MURRAY BUTLER. New York: Scribners, 1912. 8vo, pp. xiv+159. 75 cts.

This volume, which takes its name from the first chapter, is a compilation of six lectures delivered by the author at various times on political and economic subjects. The central theme of the first lecture, which reappears throughout the book, is an attack on the initiative and referendum in particular, and the prevalent socialistic tendencies in general. The author bases his discussions on the assumption that the principles of government as formulated at the time of the establishment of our constitution were the ultimate end toward which five hundred years of Anglo-Saxon history had been tending, and that any change from these must be retrogressive. He is strong in his assertions that the government must recognize the rights of all; but "rights" are viewed by him entirely from the point of view of the entrepreneur. He also recognizes that our present industrial system has given rise to many injustices; but in his solution of these problems he skilfully wields the magic wand of glittering generalities.